

# Claims

- [c1] 1. A brake member comprising:  
a rear plate bearing a brake lining (14), the brake lining (14) having at least one contact surface (16), side edges (18) and end edges (19, 20);  
the brake lining (14) having a resistance to wear that varies in a longitudinal direction between the two end edges (19, 20) so that at least one of the end edge portions (19a and/or. 20a) of the brake lining (14) has lower wear resistance than a remaining part of the brake lining (14).
- [c2] 2. The brake member as recited in claim 1, wherein the variation in resistance to wear of the brake lining (14) takes place in a stepped manner in a border portion between an end edge portion (19a and/or 20a) and the remaining part of the' brake lining (14).
- [c3] 3. The brake member as recited in claim 1, wherein the variation in resistance to wear of the brake lining (14) takes place in a stepped manner from one end edge to the other thereby establishing that one end edge (19 or 20) has lower resistance to wear than the other end edge (19 or 20).

- [c4] 4. The brake member as recited in claim 1, wherein the variation in resistance to wear of the brake lining (14) takes place gradually from one end edge to the other so that one end edge (19 or 20) has lower resistance to wear than the other.
- [c5] 5. The brake member as recited in claim 1 wherein the variation in resistance to wear of the brake lining (14) is at least approximately five percent.
- [c6] 6. The brake member as recited in claim 1 wherein the variation in resistance to wear of the brake lining (14) is at least approximately ten percent.
- [c7] 7. The brake member as recited in claim 1 wherein the variation in resistance to wear of the brake lining (14) is at least approximately fifteen percent.
- [c8] 8. The brake member as recited in claim 1 wherein the variation in resistance to wear of the brake lining (14) is at least approximately twenty percent.
- [c9] 9. The brake member as recited in claim 1, wherein the variation in resistance to wear of the brake lining (14) takes place gradually in an end edge portion (19a and/or 20a) delimited between a respective end edge (19 and/or 20) and the remaining part of the brake lining (14).

- [c10] 10. The brake member as recited in claim 2, wherein the length of the end portion (19a and/or 20a) is between five and forty percent of the distance between the end edges (19, 20).
- [c11] 11. The brake member as recited in claim 10, wherein the length of the end portion (19a and/or 20a) is between ten and thirty percent of the distance between the end edges (19, 20).
- [c12] 12. The brake member as recited in claim 1, wherein the coefficient of friction of the brake lining (14) also varies in the longitudinal direction between the two end edges (19, 20) in such a manner that at least one of the end edge portions (19a and/or 20a) of the brake lining has a lower coefficient of friction than the remaining part of the brake lining.
- [c13] 13. The brake member as recited in claim 1, wherein the brake member constitutes a component in a disk brake arrangement.
- [c14] 14. The brake member as recited in claim 1, wherein the brake member constitutes a component in a drum brake arrangement.
- [c15] 15. A method for manufacturing a brake lining (14) in-

tended to be borne by a rear plate (15) and that has at least one contact surface (16), side edges (18) and end edges (19, 20), the method comprises:  
configuring the brake lining (14) so that a resistance to wear varies in a longitudinal direction between the two end edges (19, 20) so that at least one of the end edge portions (19a and/or 20a) of the brake lining has lower wear resistance than a remaining part of the brake lining (14).